and other factors. The following Tatkal Charges would be levied over normal fares during peak and non-peak periods:—

Sl. No.	Class	Revised Tatkal Charges	
		During non-peak period (15th July to 15th September)	Other than non-peak period
(i)	AC2-tier	Rs. 200/-	Rs. 300/-Rs.
(ii)	AC3-tier AC	Rs. 200/-	300/-Rs.
(iii)	Chair Car	Rs. 75/-	150/-Rs.
(iv)	Sleeper	Rs. 75/-	150/-

(c) It is not feasible to quantify the additional revenue on this account.

Trains to Poonch in J&K

977. SHRI T.S. BAJWA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to run a train to Poonch in Jammu & Kashmir;

(b) if so, whether any survey has been made by Government in this regard; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Asurvey for construction for new line between Jammu and Poonch via Akhnoor and Rajouri was conducted in March, 1999 and updated in November, 2000. As per survey report, the cost of construction of 223 kms. long line has been assessed as Rs. 4574 crore with rate of return as (-) 27.28%. Due to constraint of resources and unremunerative nature of the project, it was not considered feasible to take up the work.

Delay in Action on the report of Railway Safety Committee

978. SHRI S.P.M. SYED KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for delay in action-taken on the Railway Safety Review Committee's Reports, 1999, which had identified nearly 300 old railway

bridges as 'very weak and distressed' requiring urgent need of replacement; and

(b) the details of these age-old railway bridges alongwith the year of construction and the time-frame by which these will be replaced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) There has been no delay in implementation of recommendations of Railway Safety Review Committee's report (1999). No specific list of bridges was mentioned by Committee in their report. However, Committee had noted about 262 distressed bridges existed on Indian Railway as on 1.4.99. In pursuance of their recommendation, all above distressed bridges were got inspected by Territorial Chief Engineers of the Railways and their rehabilitation/rebuilding taken up. The activity of rehabilitation/rebuilding of these distressed bridges and fresh accruals has-got a fillip since the sanction of Special Railway Safety Fund (SRSF) in 2001-02 and a total of 927 distressed bridges have been rebuilt/ rehabilitated in last five years.

Railway Pension Fund

979. SHRIMATI BIMBA RAIKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rakesh Mohan Committee had estimated a shortfall in appropriation to the Railway Pension Fund to the tune of more than Rs.40,000 crores by 2000;

(b) whether the Railways have been appropriating funds as per actuarial calculations to meet the pensionary charges; and

(c) which are the zonal railways having adverse debit balances in the Pension Fund?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Rakesh Mohan Committee has estimated the pension liabilities to past employees and future liabilities to current employees in respect of their pensions entitlements accrued for past service as on 30th April 2000, to be Rs. 40,000/- crores. The Committee had commented that this does not mean the amount is needed immediately-ratherthis is the cash sum, which if invested at that time would be sufficient to meet those accrued liabilities as they fall due.